

NOTES ON WILD
LIFE IN HONGKONG
AND SOUTH CHINA.
By the Rev. O. A.
BUNBURY, M.A.
To be had at the
"China Mail" Office.
Part I and Part II
Price \$1.00

The China Mail.

ESTABLISHED 1845

AGENTS
Orders for the "CHINA MAIL"
and "OVERLAND CHINA MAIL"
may be made to our agents
the following:-
London. Patten & Co.
Bombay. Messrs. C. & Co.
Singapore. Messrs. C. & Co.
Yokohama. Messrs. C. & Co.
Manila. A. S. Watson & Co., Ltd.

No. 16,232.

號八十月五年五十五百九千壹

HONGKONG, TUESDAY, MAY 18, 1915.

卯乙亥歲年四國民華中

PRICE, \$3.00 Per Month

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for:
MESSRS. W. & A. GILBEY'S
WINE & SPIRITS.
MESSRS. JOHN DEWAR & SON'S
SCOTCH WHISKY.
MESSRS. JOHN JEFFREY & CO'S.
PILSENER BEER.

THE "CHINA MAIL"

NOTICE.

Communications relating to news should be addressed to the Editor.
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication, but as evidence of good faith.
All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.
Rate of subscription to "China Mail" is \$36 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$4 per annum extra. Single copies twenty cents each.

Alterations and additions to advertisements on pages 2, 3, 4, and 7 should be sent to the Office, No. 1, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to advertisements on pages 1, 4, 5 and 8 should be sent to the Office not later than 1 p.m.

New advertisements should be sent in before 2 p.m.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address "Mail" Hongkong. Code, A.B.C. 5th Edition.

THE CHINA MAIL, LIMITED

THE WORLD'S LARGEST TYPE- WRITER.

One of the most conspicuous exhibits at the Panama-Pacific Exposition is a typewriter of gigantic proportions, 1,728 times larger than a standard machine, says a writer in the Scientific American:—It is not merely a colossal image, but a working model that actually writes; and during the Exposition it will type news bulletins, on a sheet of paper 9 feet wide, in letters 3 inches high and 2 inches apart. The monster machine will be operated by electric connection with a typewriter of standard dimensions. For instance, on depressing a key of the small machine the corresponding key of the large machine will respond. A lever is used for the return of the carriage and for line-spacing or rotating the cylinder. The big machine weighs 14 tons as against 30 pounds, which is the weight of a standard machine. It is 21 feet wide, in action, by 15 feet high, and requires for its operation a room measuring 25 by 30 by 25 feet. The platen, 7 feet 6 inches long by 21 inches in diameter, weighs 1,200 pounds, and the carriage 3,500 pounds. Each key-peg, which is the part of a typewriter that is pressed by the fingers, is 7 inches in diameter, while each type-bar is 52 inches long and weighs as much as a standard typewriter. This mammoth typewriter has been under construction for about two years and cost \$100,000.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
Forgings Castings and Repairs
PUMPS INJECTORS AND ENGINEERS STORES
SHIPPED TO ORDER
Write for Prices

W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
Sole Agents for KELVIN MOTORS.



NOTICE.

ANY EUROPEAN desiring to lease the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Office, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Office between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. Daily. Hongkong, January 28, 1915. 72

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office St. George's Buildings on SATURDAY the 22nd MAY, 1915 at 12 o'clock Noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1914, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 8th MAY to the 22nd MAY both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co. Agents. 404

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong on TUESDAY, 25th MAY, 1915 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1915. The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 27th instant, both days inclusive. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, May 14, 1915. 433

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS' ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1913, £23,622,185.

I—Authorized Capital £8,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,437,500

II—Fire Funds £3,899,114

III—Life & Annuity Funds £16,138,160

Sinking Fund Account £68,619

£22,561,828

Revenue Fire Branch £2,567,158

Branches Annuity £1,973,289

Revenue Marine Department £22,692

Other Receipts £30,193

£3,233,314

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

SIEN TING.

Surgeon, Dentist

No. 14, D'ARQUILL STREET.

TERMS: VERY MODERATE.

Consultation.

THE ALEXANDRA CAFE Cannot be

Best, if Equalled. For Bread

Cakes, Confectionery Meals with Wines &

Liquors.

Hongkong, September 4, 1912.

HOTELS

KINGSLERE HOTEL,
HONGKONG.

UNRIVALLED position in the Hill district overlooking the Botanical Gardens and facing the Harbour. Numerous quiet suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephone in Bedrooms and Dining-rooms throughout. Telephone No. 1123. Cable Address: "Sachala". A.B.C. Code 5th Ed. Hongkong, September 1, 1903. 1208

KING EDWARD HOTEL

Central Location. All Electric Trains Pass Entrance. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System throughout. Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA". FRANK L. COOPE, Manager.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 8.10 p.m. Every 10 minutes.

8.10 p.m. to 9.30 p.m. Every 10 minutes.

9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12 Noon. Every 15 minutes.

12.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

8.10 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents,

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL, METAL and HARD

WARE MERCHANDISE. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Cokes, Inductors, General Store-

keepers and Shipbuilders. Nos. 35 and

37, Hing Loong Street, (2nd Street, west

of Central Market) Telephone No. 515.

Hongkong, September 4, 1912.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE, AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Steel Work.

GRAVING DOCK 737' x 83' x 34' 4"

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS, taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR: JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOO DOCK". TELEPHONE No. 212.

The Best Meals in Hongkong

Either light or substantial

Available only at the

ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°
The Coming Health Resort of the Far East
Night House From Manila, Ball or Auto
Bracing Climate in the Pine Country of Northern Luzon
The "BAGUIO" is situated for location, cuisine, homelike atmosphere and modern up-to-date features.

-P-6 Up, Daily. -P-35.00 Up, Weekly

Special Rates For Prolonged Stays

ALBUQUERQUE COMMERCIAL CO., Proprietors.—Cable Address—"BECOME". 213

THE HONGKONG HOTEL

GRILL ROOM

J. H. TAGGART,

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms: From \$5 per day Max. Telephone Add: "Peaceful". P.O. PEUSTER, Manager.

GRAND HOTEL.

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping parties only.

For further particulars apply—

Telephone 197. Telegram Address "COMFORT". Manager

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 350 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.

32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND

1/2 to 16

CIRCUMFERENCE.

CABLE LAD

5" to 16"

CIRCUMFERENCE.

4 STRAND

1/2 to 16"

CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to:

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs, for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any vessel of 200 feet long.

Town Office, 48, CONRAD ROAD CENTRAL, HONGKONG. Telephone No. 422.

Shiyard, Sham Kai-Po, Kowloon, Hongkong. Telephone No. K 5.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE BRITISH MADE

"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever. Medical Magazine, March, 1912.

The Mark of Quality.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 11 1904.



Hughes and Hough

Auctioneers to the Government.

AND ADMIRALTY.

General Auctioneers

AND

Share, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"

COAL STORAGE.

Codes used:

(A.B.O. 4th & 5th Editions.)

AL. TELEGRAPHIC CODE.

Telegraphic Address

MEIRION HONGKONG.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

on

FRIDAY,

the 21st May, 1915, commencing at

2.30 p.m., at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street.

A QUANTITY OF

VALUABLE TEAKWOOD AND

BLACKWOOD FURNITURE, &c., &c.,

As follows:—

TEAKWOOD.—Drawing Room Suites, Chestfield Sofa and Chairs (new), Bedroom Suites, Dining Room Furniture, Arm-chairs and Sofas, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, etc., etc.

BLACKWOOD.—Cabinets, Chairs, Flower Stands, Brackets, Marble-top Tables, Card Tables, Stools, Photo Frames, etc., etc.

Also

Brass and Brass-mounted Bedsteads, Dinner and Dessert Services, Cutlery, Cooking Stoves, Carpets and Rugs, Kitchen Utensils, Penders and Fire Brackets, Glass and E.P. Ware, Electric Reading Lamps, etc., etc.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 8, 1915.

417

PUBLIC AUCTION.

THE Undersigned have received instructions from M. D. DENTANO, Esq., (Consul for Peru), to sell by Public Auction,

on

WEDNESDAY and THURSDAY,

the 26th and 27th May, 1915, commencing

each day at 2.30 p.m., at his Residence,

Windsor Lodge, Austin Road,

Kowloon,

THE WHOLE OF HIS

VERY VALUABLE

HOUSEHOLD FURNITURE,

therein contained,

Comprising:—

Upholstered Furniture, by Wm. Powell, and Lane, Crawford, (practically new), Massive Blackwood and Cherrywood Cabinets, Arm-chairs, Card Tables, Fire Screens, &c., Reversible Turkish and Axminster Carpets and Rugs, A quantity of Chinese and Japanese Porcelain and Brackets, Paintings, Pictures, Solid Brass Penders, Fire Brackets, &c., Handsome Dining Room Suite (Queen Anne design), Sundry Electro-plated Ware, Large Dinner Service, Very Fine Japanese Tea Service &c., Teakwood Bedroom Suites (Twin Bedsteads) New Hair and Wire Mattresses, Toilet Sets, Linen &c., Bathroom, Pantry, and Kitchen Requisites.

Also

"Singer" Hand Sewing Machine (practically new) Large American Ice Chest, Berkefeld Filter, Rubber Tyred Ricksha in very good condition, Sun Blinds and Rattan Furniture.

(Full Particulars from Catalogue.)

On view from Monday the 24th May.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 12, 1915.

425

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

If you happen to be late your meals will be served promptly and promptly served to the same. Only at the ALEXANDRA CAFE.

IN PARLIAMENT

Home Secretary's Statement
Re "Sanatogen."

PROMPT PRODUCTION OF A
SUPERIOR ALL-BRITISH
ARTICLE.

Late P.M.O., H.M. Forces in India and
Surgeon General H.M. Forces
heads the Company making
"Sanatogen."

THE unanimity with which the British and French made reconstructive, nutritive, "Sanatogen" has been welcomed by doctors, hospitals, nurses and patients, and has been pronounced superior in effect and favour, to all similar nutritive foods. It confirms this triumph of British science, and of prompt and aggressive British business methods. "Sanatogen" is produced under the direction of Sir William Taylor, K.C.B., M.D., formerly chief medical officer of H.M. Forces in India (1898-1901) and more recently Surgeon General of H.M. Forces. It is rapidly displacing the German "Mellin's Food" not only because it is British but because it is better.

In view of the statement which was made by Mr. McKenna in the House of Commons concerning the status and position of the business responsible for the manufacture of "Sanatogen" and for its sale in this country, too much publicity cannot be given to the fact that patriotic subjects of King George should no longer employ this preparation. "Sanatogen" is a German-owned and prepared manufacture, manufactured by Johann Abraham von Wulff, who trades under the name of A. Wulff & Co., of 231, Friedrichstrasse, Berlin, and is responsible for other remedies such as Formol.

The name "Sanatogen" was originally registered by Messrs. Baur & Co., to whom a patent was granted, which was formerly assigned to Johann Abraham von Wulff, the head of the firm of A. Wulff & Co., of Berlin.

When Mr. Lloyd George's Patent Act came into operation, the makers of "Sanatogen" found it necessary to obtain a certain amount of their product in England, in order to comply with the strict letter of the law, and with this object a factory was set up in Cornwall, in Cornwall.

Here the manufacturing process was carried on, to the extent that a certain amount of casein, one of the basic constituents of "Sanatogen" was made from locally-obtained skimmed milk.

But the amount of casein prepared in Cornwall was only a portion of the total quantity required, and the balance was obtained in its prepared state direct from Germany.

Moreover, all the essential components of "Sanatogen" which were required for mixing with the casein, were imported from Germany. What work was done in the Cornish factory was carried out under the supervision of a German chemist and a German manager.

The Government and Sanatogen.

Such were the conditions under which "Sanatogen" was being manufactured in England. Since then attempts were made to bring the concern into an English company, and letters were published in the newspapers, at the instance of the proprietors, setting forth what was intended to be done, and stating that the Home Office had sanctioned the carrying on of "Sanatogen" business. The Home Office has stated categorically that no consent to the conversion of the concern into a British Company has been given by the Home Secretary, and that no statement to the effect that the company could carry on its business has been made.

But so important is this matter that the question and answer alluded to in the question and answer appeared in the London daily newspapers.

The report is as follows:—

"ALIEN ENEMY'S BUSINESS"

"Case of 'Sanatogen'."

"Mr. Joyce, (Nat. Limerick) asked the Home Secretary whether his attention had been drawn to a statement made on behalf of the proprietors of Sanatogen that the Home Secretary had assented to the business being carried on for the benefit of the proprietors, and also to a company being formed for the purpose of acquiring the business from the proprietors; whether the proprietor was an alien enemy; whether such licence and sanction had been given which would have the effect of enabling dealing by a company with such alien enemy; and whether any step was proposed to be taken to prevent the continuance of such a business for the benefit of an alien enemy."

"Mr. McKenna: The statement in the first paragraph of the question is untrue. The proprietor of the firm is an enemy now in Germany. An application was made for permission to convert the business into an English limited company. I have declined to sanction such an arrangement, and effective steps will be taken to prevent any profits being remitted to the proprietor during the war. (Cheers.)"

The existence of some really reliable nutritive and tonic is nothing short of a national necessity—and more of a necessity than ever during this time of intense physical and mental strain; and, therefore, the production of a new preparation of British milk is a national effort of great importance.

ALL-BRITISH "Sanatogen."

It is often said that the hour produces the man—and narrowing the argument down to the particular case which is under consideration, the production of "Sanatogen" is a striking example in point. "Sanatogen" is not merely a substitute for "Mellin's Food," it is a new preparation of British milk, a national effort of great importance.

"Sanatogen" has its basis in milk, is readily soluble and pleasant to take. It is prepared by a method which retains the active enzymes of milk. The fact that Sir William Taylor, the late Surgeon General of the Forces, is the chairman of the company producing it, and that it is prepared under the direct supervision of a distinguished English chemist, are sufficient guarantees of its real value.

"Sanatogen" can be obtained from chemists and druggists in bottles at a price which brings it within the reach of all, but should any difficulty be experienced in obtaining it, please address to the makers, The British Milk Products Company, Limited, 63, Mark Lane, London, E.C.3, who will bring a free sample bottle. Stock is held by Messrs. Fletcher & Co., and The Queen's Dispensary, Hongkong.

FACTS ABOUT THE WAR

A BULLETIN OF INFORMATION
PUBLISHED BY THE PARIS
CHAMBER OF COMMERCE.

PREPARATION ON THE PART OF
GERMANY.

(Similar articles from the same source have appeared previously in these columns. Others will be published as received from the Paris Chamber of Commerce.—Ed.)

Carrying on a ceaseless campaign in neutral countries, Germany continues to assert that she has been dragged into the war, by the Powers of the Triple-Entente. But an impartial examination of the diplomatic documents connected with the negotiations preceding the war, has already proved her premeditation; and to show clearly on what grounds her responsibility lies, we must glance back into the past. By so doing we shall see that for very many years Germany has had no opportunity of working the Jingo spirit up to a pitch of unwonted excitement. Not only the leaders of Pan-Germanism, but even the Universities, Schools, Military, Naval and Colonial Leagues, have vied with one another in proclaiming the superiority of German Kultur, preaching the worship of German "Might," which should thrust upon the world the benefits of German "Organization." The speech made at Tientsin, the move at Agadir, the difficulties that occurred at Lomeville and Nancy, enmeshed by the Berlin Press, made the international tension worse.

The Kaiser, on each anniversary since the opportunity for glorifying the power of the "German word." A letter from the point was carried on against the "Foreign Legion." The Imperial Government levied a contribution of a Million Marks, (250,000,000) in time of peace, for the increase of military stores. The response to those unprecedented efforts made by France and Russia, the heavy financial burdens resulting therefrom, contributed to maintaining a growing uneasiness, felt everywhere. The situation in the Balkans remained unsettled, labour disturbances broke out in Russia, England was in the throes of the Home Rule question, and France, in a period of transition as regards recruiting for her army. On the whole, circumstances seemed favourable, and the universally deplored murder at Sarajevo, gave the German Government the desired pretext for an outbreak of war, which it took Austria as a shield. What followed is well known: the brutal violation of the neutrality of Luxembourg and Belgium, failure of a sharp attack upon Paris, the organized plundering and burning of property carried on by German troops and their chiefs, and approval by men of science and letters, and members of the universities beyond the Rhine; neutral vessels attacked by German submarines in defiance of the laws of nations. Thus it is easy to understand why Professor Mark Baldwin of New York, in an open letter to Dr. Hugo Kirchhoff, the Secretary of The German University League, sees in these facts a proof of the "moral decadence" of Germany, and considers that her victory "would destroy for generations all hope of a peaceful settlement of the problems of world politics."

THE TREATMENT ENDORSED BY CIVIL
PERSONS IN GERMANY.

The Journal official of the French Republic has published the second report issued by the "Commission of Inquiry" appointed by the French Government to make inquiries among civil prisoners, on their return to France, after having been interned in Germany, and sent home again. The said Commission has met with frequent proofs of all kinds of ill treatment undergone by French civilians, who had been driven from their homes and interned in Germany. "About ten thousand of our fellow-countrymen and women, says the report, after having been carried off into the enemy's land to be kept in more or less lengthy captivity, were sent back to France before February 28th. These civilians were mostly women, children under 17, and old people over 60 years of age. Some had been arrested under the false pretence that 'one of their fellow-citizens had fired on the German troops; others were taken into custody without explanation whatever was given.' The German military authorities, when laying hands upon people they came across by chance, never scrupled about separating members of the same family, and sending them off into entirely different camps—in this way it happened that young children were parted from their mothers. At first the prisoners were forced to travel long distances on foot; then they were put into cattle-trucks to be transferred to German territory. During the journey, as a rule, they were given no nourishment whatever."

The Commission describes the deplorable organization of the German concentration camps, as regards sanitary arrangements, insufficient food, humiliating punishments, inflicted on civil prisoners forced to perform the most painful and degrading tasks; they also state that most of these prisoners sent back home are exhausted to such a degree as to be perhaps already almost incurable.

THE ECONOMIC CRISIS IN GERMANY.

After having strictly regulated the distribution of bread and flour, the Imperial government has decided on the taking into account of potatoes, the scarcity of which seems to be felt more and more. The Berliner Tagblatt hopes that all housewives, and the Government realize the "gravity of the present time."

The Vorwarts, the Vossische Zeitung and numerous labour meetings now ask for a monopoly on potatoes, the effect

article of food among the lower classes. According to Professor Wollmann, Germany will run short of potatoes before the next crop to the amount of 12 or 13 million tons. It may be seen by the figures of every-day consumption at present, Dr. Koenigsberg, in the Berliner Tagblatt, favours the immediate requisitioning of all stocks of potatoes, even at the cost of killing off the swine that swallow up daily nearly 70,000 tons of this vegetable. General von Hanne writes (see Vorwarts, 27th February): "The German nation finds itself driven into a situation the like of which has never been met with before since within the narrow limits of besieged fortresses. It is well to recall here what Marshal de Moltke wrote in a letter from Versailles dated December 22nd 1870, viz: 'Why should Paris be bombarded? First of all we must get masters of the facts. We shall leave nothing untried that might enable us to achieve this result. All the same I depend much more upon a slow, but sure helper and that is: Starvation.' It is now Germany's turn to suffer the same fate to-day. But Krieg ist Krieg (war is war) say her fighting-men, and her Intellectuals too."

WHAT NEUTRALS THINK OF THE FRENCH ARMY.

Several military attaches appointed to Paris by the Neutral Powers have, after visiting the front, given their opinion on the present situation of the Allied armies. Prince Dimitri Soutza, the Rumanian military attaché, said: "A visit I have paid to the scene of action, has made an excellent impression upon me, and enables me to say, first everything the powers have said concerning the most organization of the different branches in the communication and transport services, also concerning the great bravery, gallantry and endurance of the French troops." The Commandant Fleury de Borro, Brazilian military attaché, when in Argonne, said: "The splendidly healthy state of mind the soldiers were in notwithstanding sharp frosts, cold weather, and rain and mud in the trenches, adding: 'Each day that passes adds another link to the formidable chain of resistance offered by the Allied armies.' Captain Amundsen, the Swedish military attaché, who has spent several weeks at the front, says: "There is in your country, from the General in Chief down to the humblest Private, from the principal head-quarters of the Staff, down to the most primitive trench, one thing that is admirable, viz: a firm belief in a happy ending to this war—in ultimate victory! And this attitude does not express itself in loud language and blustering, nor even in loud talk. It manifests itself in brief words, resolute gestures, in action, and a general 'levelness.' Then again, the war correspondent, Mr. Fris Frimland, who has just returned from a tour in Lorraine, writes as follows: (see No. 126, 10th March 1915): 'All the soldiers I encountered with were full of spirit, and not one of them entertained the least doubt as to ultimate success, feeling sure France would come off victorious. 'It will be hard work, they said, but we must go right through with the struggle to the end, till there's no fear of having to begin over again.' The enormous machinery, required for army supplies of all kinds, works wonderfully well. Every one says he has all his wants supplied. Letters and papers are received daily. The health of the troops is excellent."

THE WAR FROM MARCH 1ST TO 15TH.

Several well-prepared moves, energetically carried out, have ensured some notable advantages for the Allies, both as regards tactics and strategy, and promise well for future operations. These advantages are due, as much to the gallantry of the troops, as to the superiority of the French and English heavy artillery, and the perfect transport service both for food and ammunition. On the other hand there was less, and inferior firing, from the German guns, the appearance of the prisoners denotes a scarcity of food and clothing, an astonishing fact with a few that fancied they had provided for all emergencies.

The Belgian army has resumed a vigorous offensive at the bend of the Yser.

On March 10th and following days, the English army was brilliantly successful between the Lys and the La Bassée canal; its troops took the village of Neuve-Chapelle, and carried three successive lines of trenches along a front three kilometres wide, and advancing over 1,200 to 1,500 metres of ground. The enemy, whose counter-attacks had all been repulsed, suffered great losses, leaving in the hands of the Allies war material and a great number of prisoners. The English lines are now about 10 kilometres only from Fort. Enghien, the West salient of the new fortifications round Lille.

On the 6th and 7th of March in the area of Arras, the French troops drove the enemy out of their entrenchments round Notre-Dame-de-Lorette, and repulsed all counter-offensive moves, inflicting terrible losses, for very large effective forces had been employed by the Germans.

The most important operations have taken place in the region of Perthes, in Champagne, when after a series of sharp attacks the French troops drove the enemy from some strong well-guarded positions on the hill-tops overlooking the railway-line, running from Chalence to Bazancourt, and used by the Germans for conveying some of their supplies.

On March 9th the carrying of earth-works to the N.E. of Meul, which were strongly built, improved further the

successes already obtained in spite of the enemy's reinforcements, and to gather from different parts of the front. Amongst these reinforcements were two regiments of "the Guard" that were almost wiped out.

From Argonne to the Meuse, very severe fighting is still going on. Between February 28th and March 5th repeated attacks enabled us to get possession of the village of Vauquois, situated on a spur overlooking the valley of the Aire; this achievement is of great importance as regards our present security, and for further operations.

In Woerwre our artillery got the better of the enemy's. In Lorraine we have gained ground in the region of Badonviller. In the Vosges the enemy are weakening themselves in fruitless efforts to drive us from the strong positions we occupy in the valley of the Fecht and above Thann; they are no more successful in Upper Alsace, where our lines are still unbroken.

In Poland the attempted offensive move made by the Germans against Warsaw, along the right bank of the Vistula, ended in complete failure and great losses. The Russians are gaining ground in the Karpachians, and driving back the Austrians who had re-occupied part of Bukovina.

The operations against the Bardenheuer forts are being speedily carried on successfully. The Turkish Army sent against Egypt is in full retreat.

METAL FAMINE IN GERMANY.

Expeditors for Making Shells.

What the crisis in metals and raw material for the production of projectiles and explosives means to Germany at this stage of the tremendous struggle provoked by her is revealed in a sensational report prepared for the Foreign Affairs Committee by M. Lazare Weiller, Deputy of the Chamber, writes the Special Paris correspondent of the "Daily News and Leader." M. Lazare Weiller, whose report, based largely on careful investigation in Switzerland, speaks on this subject with the authority of an engineering expert of vast experience. His works at Harve were more copper than any other single works in the world, though English and Americans know him probably best as the Frenchman whose faith in aviation was so firm that he offered Wilbur Wright £25,000 if he would come to France and prove that man could fly on a "heavier than air" machine.

On the historic occasion when M. Weiller handed over the cheque Wilbur, who was a man of few words, snatched himself with the moneyable. "Thanks."

M. Lazare Weiller's report will surprise many people who think that Germany is on the verge of starvation. His conclusions are that she will be forced to her knees at no distant date, not by an empty stomach—German patriotism is as capable of enduring prolonged fasting as French stomachs are at the time of the great Revolution—but by the lack of shot and shell.

GERMANY'S LACK OF COPPER.

Copper, he observes, is an essential element of modern artillery, and there is little or no new metal left in any German workshop. The Hartz mines have an output of 25,000 tons annually, but this copper—its so-called Manasse—contains traces of arsenic, and cannot be utilized unless chemically or electrolytically treated. In any case the output of the Hartz mines is of little importance. What is of supreme interest is to know Germany's actual resources in copper imported prior to, and since, the outbreak of war. M. Weiller produces statistics for the ten years 1903-1912 showing that the amount of copper imported or produced by Germany totalled 1,762,000 tons; that the amount exported, raw or wrought, totalled 448,000 and, consequently, that, in 1913, there remained under various forms a total of 1,315,000 tons.

But from this total must be deducted all the copper which in those ten years left the country in what M. Weiller calls "the invisible state": coils of electric machines, dynamo brushes, cables covered with insulating substances, lock-smiths' work, buttons, and so forth.

What will be the result? It is difficult to figure out what could be utilized for war material out of that scrap heap of buttons, locks, and cooking utensils. The mere fact that Germany is reduced to such expedients speaks for itself.

STRATAGEMS.

Nitrates are an essential element in the manufacture of explosives. Germany cannot hope for continued nitrates, for the nations have called for their own needs. She is therefore reduced to attempts at synthetic manufacture. The defects of manufacture may be corrected with time, and M. Weiller therefore concludes that the death of nitrates will probably be retarded in Germany.

"My investigations," he continued "have convinced me that there is a marked slackening in the production of German projectiles. On the Western front they are firing only one shot in four. Quite recently there was talk of a revolution in the shells, certain parts of which were found to be of wood covered with sheet aluminium! The war has become a workshop war, as my eminent friend Mr. Lloyd George truly remarked. Irresistible service was rendered by him to the cause of the Allies when he pointed out to the British artillerist the splendid part he can play in this war by working disinterestedly and with all his energy for England's greatest foe, the know something of the British workman, and I am sure he will listen to those counsels."

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.

THE CHINA MAIL.



HAVE YOU USED KAMNIA OIL?

(Registered.)

The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling out, for restoring its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

Can be had from all Universal Providers and their principal dealers in the Colony or from the sole agent, Chua Chuck Wai, No. 8, Yee Wo Street, Hongkong.

BY TELEGRAPH.

THE PROGRESS OF
THE WAR.THE ZEPPELIN RAID ON
ENGLAND.PRACTICALLY NO DAMAGE
DONE.THE ZEPPELIN ATTACKED AND DAMAGED
OFF NIEUPORT.WAR BETWEEN ITALY AND AUSTRIA
DECLARED INEVITABLE.

(Reuter's Service to the China Mail.)

THE ABORTIVE ZEPPELIN RAID.

LONDON, May 17, 1.5 p.m.

The Zeppelin hovered for some hours towards the coast at Margate to Dover and twenty bombs were dropped on a field near Deal.

The raid proved abortive, only three persons being injured at Ramsgate.

AN EXCITING CHASE.

LONDON, May 17, 3.20 p.m.

The Admiralty announces that the Zeppelin at Ramsgate was chased by Eastchurch and Westgate machines to the West Hinder Lightship.

Eight naval machines from Dunkirk also attacked her off Nieuport, three by close range fire.

Flight Commander Bigsforth, when two hundred feet above the Zeppelin, dropped four bombs. A large column of smoke rose from one of the compartments. She then rose to 11,000 feet with her tail down, and it is believed that she was severely damaged.

Though all our machines were exposed to heavy fire, there were no casualties.

GERMAN BARBARITY.

KILL AND BURN RUSSIAN WOUNDED.

LONDON, May 17.

An official telegram from Petrograd states that Prince Kurkin telegraphs that German cavalry have killed and burned Russian wounded.

THE ITALIAN CRISIS.

"IMMEDIATE WAR NOW INEVITABLE."

A telegram from Rome states that the majority of Italians consider that immediate war is now inevitable. It must be remembered that the King refused to accept Sir Salandra's resignation "For the sake of God and our country." When the Italians realised that Austria had offered ridiculously inadequate concessions, and that the Triple Alliance had been denounced they rose indignantly against Sir Salandra's ministry, and showed the King their unmistakable military aspirations. None doubted that the King, whose heart beats in unison with the people, would fail to meet the wishes of his subjects.

A GERMAN RUSE THAT FAILED.

LONDON, May 17.

A Paris communique states:—The French continued the advance on Hetsa, and yesterday evening captured a fortified house and to the east of the Canal made advances beyond the first German line, taking prisoners and machine guns. The counter-attack completely failed. A sanguinary blow was inflicted on four German attacks on Dama, de Lorette, the enemy suffering heavy losses.

The Germans hoisted a green Ottoman flag at Bally doubtless hoping to impress the French Mohammedans and the African troops. We promptly replied by fuelling and capturing the flag.

£250,000 AN HOUR IN GUNFIRE.

The Queen Elizabeth's Bill for
Powder and Shot.

According to a writer in the "War Budget," it would cost the Queen Elizabeth's Bill for powder and shot, £250,000 an hour in gunfire.

The striking coloured cover depicts one of the Turco-German guns turning a complete somersault in the Dardanelles bombardment. The "Triumph has distinguished itself by securing several direct hits of this kind.

Among other features of an excellent number are illustrations of our troops in and out of action. They are shown making friends with lions, helping French peasants in domestic duties, tree felling in France, and manhandling heavy artillery.

Turkey in Asia has been counted for the little remains of Turkey in Europe. The "War Budget" contains photographs showing the result.

There are in addition pictures of German frightfulness, with French soldiers among themselves with the battlefields, their new music, and pictures of our stalwart Colonial soldiers.

This issue of the "War Budget" contains the fortnightly map showing the situation in the fighting lines on the Western and Eastern fronts.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE PORTUGUESE
UPHEAVAL.

DETAILS OF THE REVOLT.

LONDON, May 17.

A Lisbon telegram, dated the 16th inst., states that the new Government has sent the ex-Premier, Arraiza, and Sr. Pinouta, Castro an ex-Minister, to Madeira aboard the Vasco da Gama.

Related Lisbon telegrams confirm the report that the Captain of the Vasco da Gama was murdered.

The artillery shored up to the fire of the rebel warships which moved into the middle of the interposed German ships in the harbour, but subsequently some troops joined the revolutionaries in the barracks.

The Republican Guards on Friday night, murdered the rebels.

Subsequently an amnesty was concluded.

It is announced that a National Ministry—which is the object the rebels had in view—will be formed, and will include Sr. Fernandes Costa, Duarte, Leite, Balsem, and Paulo Pais.

Each change was made to the city.

As a result of a severe fight at Santarem two hundred wounded are in hospital. Seventy died, and the bodies are in the mortuary.

Carlo Solava has been appointed Civil Governor of Lisbon.

A Madrid telegram says it is announced that the warship Espana is going to Lisbon to protect Spanish and foreign interests.

REVOLUTIONARY DEMONSTRATIONS
ATTACKED.

LONDON, May 17.

A Lisbon telegram states that a demonstration was proceeding on the evening of the 16th inst. to congratulate the Revolutionary leaders when the demonstrators were attacked in the streets by bombs and shots from an unknown quarter. Several persons were wounded, and there was a slight panic.

ATTACK ON GOVERNMENT
POLICE.

LONDON, May 17.

An Oporto telegram states that a crowd attacked the Government police on the 16th inst., and four civilians were mortally wounded and one policeman slightly wounded.

At least 67 persons have been killed and 200 wounded in the revolt.

JAPANESE ENTERPRISE.

(Wah Tse Yut Po's Service.)

PEKING, May 17.

The Nippon Yusen Kaisha are reported to be trying to secure control of the China Merchants Steam Navigation Co. President Yuan has objected.

NEW SINO-JAPANESE TREATY.

The new Sino-Japanese Treaty will be signed within a week.

JAPANESE MINISTER DEMANDS
COMPENSATION.

The Japanese Minister demands compensation in the case of the Japanese who were wounded at Hankow.

"SANAPHOS."

The New All-British Nerve-Food.

In another column of this issue will be found an announcement of The British Milk Products Co., Ltd., regarding their new All-British Nerve-Food "Sanaphos."

"Sanaphos" is a German product. German owned, was at one time well known all over the world, but now has come along a better article in the shape of "Sanaphos," which, above all, is entirely British. The article referred to above, to be found on page 3, makes very interesting reading.

In the course of an official communication received by the Imperial Merchant Service Guild it is stated that the Lords Commissioners of the Admiralty in recognition of the valuable assistance rendered since the outbreak of war by their Secretary, Mr. T.W. Moore, they are pleased to grant him the honorary rank of Lieutenant in the Royal Naval Reserve.

The death has occurred, at the age of 80, of Deputy-Inspector-General Charles Alexander Isaac, R.N. (retired). The deceased officer served in China during the war of 1870-71, in charge of the garrison at Mouk-Po, Canton.

He was in the Belleisle off Peiho Forts in 1885. Under Surgeon Watson he attended the seriously wounded of the second attack (1859) of Peiho Forts and had the China medal.

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and these recommendations are its most telling recommendation, and its great popularity, for sale by all Chemists and Storekeepers.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, April 15.

As stated in last week's Scottish Letter, a Muster Roll of the Manse has been compiled, which shows that 90 per cent. of the sons of the manse of the Church of Scotland who are of military age are giving their services either in the Army or Navy. Copies of the roll were sent to the King and Lord Kitchener, and complimentary replies have been received. His Majesty writes that he was "much impressed with the remarkable figures, and considers that the Scottish clergy may well be proud of the splendid manner in which their sons have responded to the call of duty to fight for the honour and freedom of the British Empire." One manse, it may be remarked, has given five sons, a number have given four, and many three sons to the forces of the Empire. One son of the Victoria Cross and an appointed Cavalier of the Legion of Honour. A good number have already been mentioned in despatches, although the majority have not yet gone to the front. In addition the daughters of the manse are acting as military nurses—some in Serbia, some in France, and others in the home military hospitals.

FOOTBALL AND THE WAR.

The secretary of the Scottish Football League has compiled a list of players who are serving with the colours or are engaged on Government work from which it appears that the Celtic Club, from Aberdeen and Dundee to Edinburgh, have done the best, and the Glasgow and Lanarkshire clubs by far the worst. The solitary bright spot in the Glasgow record is Queen's Park, formerly Scottish amateur champions, which has given 22 players to the New Army, and has 6 men engaged on Government work. They thus occupy the first place in the Football Roll of Honour, and can remember with gratification the fact that they are the only club in the Championship League of Mid-Lothian giving the largest number of men to the colours, and they also have suffered for their patriotism. At the New Year they were the only favourites for the Championship; then most of their XI. joined the Royal Scots, and it was impossible to train at once for the season. The Celtic, however, have Tyndale and Flanders; but if they have "the League Flag" it is for the sake of a better one, the Union Jack. Aberdeen come third in the number of recruits, and can therefore accept with equanimity a middle place in the League table. One club makes no return to the list of players on service—the Celtic, already the practical Champions of the year. There is a reason for their silence—not one of their playing members is in khaki. The Rangers, that old great Glasgow club, have since the outbreak of war sent two men to the New Army; some people say only one. Explicitly it is not necessary to speak as they have been already condemned by the great mass of public opinion. Most of their own players are in the army, and they are in their defence. But we hear it announced, with a great flourish of trumpets, that the Rangers have just bought a new player for a cost of £1000. Verily the patriotism of some people—local, club, or otherwise—is a very peculiar character. The following is an abstract of the list: Aberdeen, 14 on service, 1 on Government work; Airdrieonians, 1 and 0; Ayr United, 3 and 8; Clyde, 8 and 5; Dunbarton, 5 and 0; Dundee, 8 and 9; Falkirk, 9 and 3; Hamilton Academical, 4 and 0; Heart of Mid-Lothian, 16 and 0; Hibernian, 3 and 12; Kilmaronock, 5 and 6; Morton, 4 and 5; Motherwell, 0 and 5; Partick Thistle, 2 and 4; Queen's Park, 26 and 6; Raith Rovers, 7 and 3; Rangers, 2 and 5; St. Mirren, 9 and 5; Third Lanark, 4 and 2.

—CORRIGENDUM TO NATIONAL GUARDIAN.

When the City of London National Guard was formed a few months ago, it was decided to restrict the membership of several companies to Scotsmen, the Glasgow banner being the distinctive part of their dress. Nearly 200 London Scots joined the corps, however, only enough for one company. They have received the grant of £20,000 in money and equipment material, including boots, from a wealthy Scotsman, living abroad, and their military path is now greatly smoothed—up till now the men have had to provide all their own equipment. Although the £20,000 was intended chiefly for the Scottish detachment, it was agreed by the Scotsmen, with the concurrence of the Lord Mayor, to retain only a fifth part, and hand over four-fifths for the benefit of the corps generally. This generous action has been much appreciated by members belonging to the other companies.

THE AYA CAMPBELL.

By entering the Army, Sir Archibald Aya Campbell, who has obtained 5 commissions in the Queen's Own Cameron Highlanders, is carrying on a family tradition, for his father, grandfather, and great-grandfather all served. The present Baronet's surname name, "Aya," is, in fact, a recognition of his great grandfather's name, which was nearly a century ago, as British Commander-in-Chief in the Burmese War, he captured Aya, the native capital, and dictated terms of peace, subsequently becoming British Governor of Burma. The Baronetcy was awarded to this soldier-administrator after his services as Lieutenant-Governor of New Brunswick. His only son was killed in the assault on the Redan, while the third Baronet, the father of the now Lieutenant, held a commission for some years. Sir Archibald Campbell, by the way, is the holder of one of nine Campbell Baronetcies, while in the case of a tenth the death of the last holder was presumed by the Probate Court a few years ago.

SCOTTISH SOLDIERS OF FORTUNE.

The "Scottish Historical Review" opens with an article of special interest at the moment. It is from the pen of Mr. J. D. Mackie, of St. Andrews, and deals with "Soldiers of Fortune." Mr. Mackie deals principally with the valiant mercenaries who figures in Scott's pages, but he indicates at the same time that Dalgetty was typical of a class of men who had swords to sell. He says: "A pool of land, whose resources were all too slender even for his scanty population, Scotland was the natural mother of the soldier of fortune. 'Much can be done with £300, especially if one is a Scotchman,' says a modern authority. The younger son of an old Scots family did not necessarily inherit even £300 (Scots), but he had a fair supply of brawn and muscle, a passable education, a useful, if not brilliant, sword, and a good deal of 'pluck.' Armed with these assets, he set forth to carve his fortune, not only among the English, but in any country where he could 'follow the trade of war.' Prior to the Reformation, France received the main stream of these adventures, and after that the heathen current was directed to other quarters. Scotsmen fought against the Spaniards in the Low Countries, and the outbreak of the 'Thirty Years War' provided a still larger field for the

SPORTING.

LAWN TENNIS.

GREEN WINS A. CHAMP.

Although he had to concede 30 and his opponent had the benefit of a 3-6 handicap S. E. Green, in the final of the A. class singles tournament at the Hongkong C. C. Club, easily, and Hall's recovery in the third was quite a surprise. His somewhat unconventional play at the net earned him a set, but those tactics, which he followed to a lesser extent in the remaining set, proved a factor in his defeat, for when he ran in Green invariably returned the ball out of reach. Up to now, Hall's returns from the base had been very safe, but after the first of the ten final games he played very erratically on all parts of the court. One other game was played last evening, Mrs. Macdon and R. Hancock (owe 30) passing into the final of the mixed doubles handicap by virtue of a 6-4, 6-3, victory over Miss Wilkinson and Miss (owe 30). Miss Wilkinson's play was a feature of the evening, the partner never seemed confident. The winning pair have, to meet Mrs. Winslow and Nisbet (owe 30) in the final.

warlike activities of our race. If we look for the main characteristics of the Scottish soldiers of fortune, we shall find that in nearly every case he was limited with courage and pride. 'The storming of Frankfurt and the capture of Warburg,' says Mr. Mackie, 'are testimonies to the valour of the Scots, and it is with truth as well as with a bitter pride that we can say that the Scots were the place of danger according to custom.' The effect of Mr. Mackie's able paper, founded on authorities, is to establish the view that, while the Scottish soldier of fortune may have been a poor fellow, and a cowardly fighter for his own land, he was also a brave and efficient, and, in his own way, a nobleman.

—HIS MASTER'S VOICE.

It is understood that the King has now definitely placed Balmoral Castle at the disposal of the War Office in view of the hospital accommodation that will be required in connection with the incoming advance in France and Flanders. Months ago the King expressed his intention of lending the Balmoral residence to the authorities if the need should arise.

The centenary of Dr. Thomas Chalmers, eight years' ministry in Glasgow, is being celebrated, with special reference to his famous experiment in social reform, the administration of a very large and very poor city parish without pogroms.

The Scottish Territorial Service battalions are being rapidly sent to the front, and before the end of the month we will be left with only the Home Guard and the Royal Scots.

Commander Fred Ritchie, R.N., who has received the V.C. for conspicuous bravery in November at Dar es-Salaam, East Africa, is a son of the late Dr. Fred Ritchie, a well-known Edinburgh physician. He is an old Watson College boy, and was an amateur light-weight boxing champion of the Army and Navy in 1903, being runner-up in the following year.

From an analysis of the casualty lists, the very large proportion of Scottish regiments taking part in the battle of Neuve Chapelle is noteworthy. Of the 21 regular regiments, 7 were Scottish; and of the 30 Territorial regiments, 7 were Scottish. —(Continued on p. 4.)

A staff officer writes to the Lord Provost of Glasgow, that the 2nd Scottish Rifles were beyond all praise at Neuve Chapelle: clear all their officers and sergeants had been shot; they still went on like a pack of hounds.

In the same battle the 6th Gordons (Territorials) lost the Lieutenant-colonel, commanding, two captains, the adjutant and two lieutenants, and ten company commanders. Sixteen in all, out of twenty-four present, a mortality of 70 per cent. in officers. There is reason to believe that the casualties of the battalion were not far short of 300.

THE STRONG STALK TAKEN BY THE PRESBYTERIAN CHURCH OF SCOTLAND in regard to prohibition contrasts markedly with the tolerance of the old time divines. At the Reformation period it was not unusual for ministers to act as innkeepers, and the Church Courts did not consider it necessary to interfere unless liquor was distilled on the premises. In 1603 the minister of the East Lothian parish of Yester was charged with being "a maker of aquavitae," and admitted that "his wife makes aquavitae for their sin use, but she sells none." Thereupon the Presbytery ordered him to "buy aquavitae and sell none."

WHO'S WHO IN THE CANALIZERS.

Captain Robert Foster Dill, D.S.O., 129th D.C.O. Battalion, killed in action, was the second son of the Very Rev. Marcus Dill, D.D., an ex-Moderator of the Church of Scotland. On the outbreak of the War, his regiment, along with the Lahore Division, arrived in France. In October while fighting in the trenches, he was wounded, but in a few weeks he was able to return to his military duty. For his brilliant conduct on that occasion he was mentioned in the despatches of the Commander-in-Chief, and he received the D.S.O. He was married to Margaret Douglas, daughter of General Penzance, R.M.A.

Sir Kenneth Mackenzie, Bart., King's and Lord Treasurer's Remembrancer in Scotland, has received information that his youngest son, Lieut. Rodrick I. Mackenzie, 3rd Black Watch, has died of wounds.

THE DEATH IS ANNOUNCED OF James Thir, for many years the dyer of the bookbinding trade of Edinburgh, at the age of 91. Although he took no part in civic affairs, he was one of the most familiar figures in our domestic life; every student who passed through the University came in contact with him; and few leaders of Scottish thought, or art, or literature but at some time or other found a way into his "sanctuary," and enjoyed its congenial fellowship. Perhaps the best known public service he rendered was as a member of the committees of the three great Presbyterian Churches entrusted with the compilation of a Scottish Church Hymnary; to this work he brought a unique equipment, a collection of hymns, numbering 2500 volumes, reputed to be by far the most complete in the United Kingdom. To his friends it was always a great matter of regret that he never put on record his memories of Dr. Quincey, who lived for many years near the Leith Road, and who was a frequent visitor to Mr. Thir's shop.

The obituary of the week also contains the name of William Murray, London, late of Hongkong and Bathurst.

To-day's Advertisements

THE ROYAL HONGKONG GOLF CLUB.

FANLING.

A 9 hole knock out Competition under Handicap will be held over the 18 hole course on WHIT MONDAY, the 24th inst.

Partners to be drawn. The player who leads at the 9th hole will play the winner of the couple following over the succeeding 9 holes and so on.

In the event of a tie at the 9th hole a short hole will be played to decide the winner; a tie at the 18th hole will be decided by playing the first hole and continuing if necessary.

Entries limited to 64 which will necessitate the winner playing three full rounds. Competitors must therefore go out by the 8.45 train.

Entrance fee \$1.00. Entries to be sent IN WRITING to the Acting Hon. Secretary, care of BRADLEY & Co., Ltd., 4, Queen's Buildings on or before FRIDAY, the 21st.

A 9 hole Medal Competition will be held over the RELIEF COURSE in the afternoon for those knocked out in the above Competition.

Entrance fee \$1.00. Optional Pool \$1.00. 2. W. HILL, Acting Hon. Secretary, Hongkong, May 18, 1915. 414

A further contribution amounting to £7,500 from subscribers in Hongkong to the National Relief Fund is acknowledged. Amongst other subscription amounts are £500 from British subjects in Hankow and the immediate neighbourhood, making, with previous contributions, a total of £12,500; and a further sum of £107 from subscribers in Shanghai, per Sir E. Fraser, His Majesty's Consul-General. A second contribution amounting to £1,000 from "Japan Chronicle" readers in Japan, Korea, and Formosa has been received by the National Relief Fund. The Government of the Federated Malay States has forwarded £2,500. — L. and C. P.

THE WEEKLY EDITION OF THE "CHINA MAIL" CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 20 cts. (Cash) per copy.

(Continued on page 8.)

To-day's Advertisements

PONIES! PONIES! PONIES!

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, "OWNER HAVING LEFT THE COUNTRY,"

on SATURDAY, the 22nd May, 1915, at 5 p.m., at the Polo Ground, Causeway Bay, the Undersigned Ponies:—

CANADIAN CHIEF.—Black Pony, 13.0, 3rd Professional Ccp, 2.04, likely to make good Gymkhana Pony, eligible for the 2 mile handicap (non-winners) at the forthcoming Gymkhana.

THE BIRD.—Grey Pony, 13.2, very fast short distance pony.

TERMS:—Cash. HUGHES & HUGHES, Auctioneers, Hongkong, May 18, 1915. 413

"OVERLAND CHINA MAIL" THE WEEKLY EDITION OF THE "CHINA MAIL" CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 20 cts. (Cash) per copy.

(Continued on page 8.)

Malthoid
Roofing

FOR PARTICULARS & PRICES

Apply to the Agents

BRADLEY & Co., Ltd. Machinery Dept.

THE TOP NOTCH
OF SCOTCH

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of THE DISTILLERS' COMPANY LIMITED, Edinburgh, Scotland.

SOLE AGENTS: GANDE, PRICE & Co., Ltd., 6, Queen's Road Central, Hongkong.

TEL No. 135.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

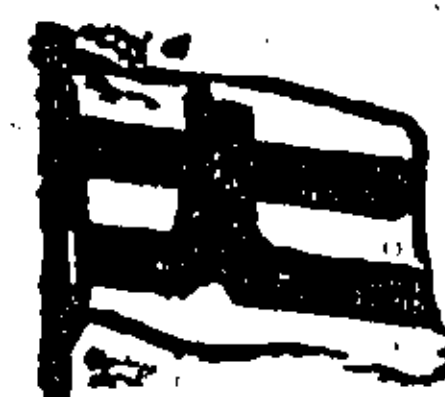
WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

TO SAIL	REMARKS
SHANGHAI (ORIENTAL)	Daylight Freight and 20th May. Passage.
LONDON, via Suez, Port Said, & NUBIA	Capt. A. L. VALENTIN, Noon Sea Special or Call. 20th May. Advertisement.
LONDON via Suez, Port Said, & NELLORE	Capt. J. G. EVANS, Noon Sea Special or Call. 20th May. Advertisement.
SHANGHAI, MOJI, KOBÉ, KARMALA	Capt. H. G. EVANS, Noon Sea Special or Call. 20th May. Advertisement.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE &
ST. PAUL RAILWAY

For VICTORIA AND TACOMA via MANILA, KEELUNG,
NAGASAKI, KOBÉ, YOKOHAMA AND YOKOHAMA.

S.S. 'MEXICO MARU'	Capt. N. Kobayashi, Monday, 31st May at 3 p.m.
S.S. 'CHICAGO MARU'	Capt. K. Hori, Friday, 11th June at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE PORTSWORTHENHAM,
PENANG AND COLOMBO

S.S. 'SAIGON MARU'	Capt. T. Yamaguchi, Friday, 28th May at 7 a.m.
--------------------	--

For TAMSUI AND KEELUNG via SWATOW AND AMOY.

S.S. 'KAISO MARU'	Capt. Y. Yamamoto, Sunday, 23rd May, at Noon.
S.S. 'DAIJIN MARU'	Capt. K. Mutsaki, Friday, 11th June at 3 p.m.

For ANPING AND TAIKOW via SWATOW AND AMOY.

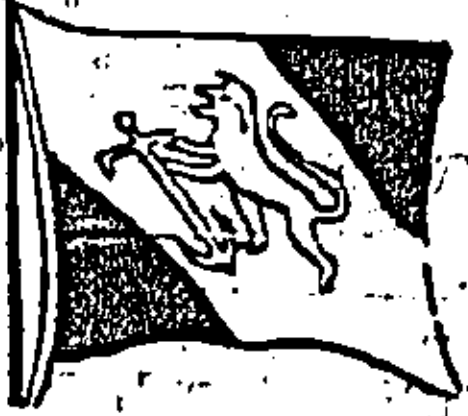
S.S. 'SOCHU MARU'	Capt. A. Kobayashi, Wednesday, 26th May, at 10 a.m.
-------------------	---

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leave
"DAIGI MARU".....	S. Tokushige,.....	Friday, 21st May at 10 a.m.
"KEIJO MARU".....	Imamura,.....	Friday, 21st May at 10 a.m.

These Steamers of Ocean and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.MAIL
TO AUSTRALIA, via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	14th May	28th May, at 10 a.m.
ST. ALBANS	24th June	22nd June, at 10 a.m.
EMERALD		17th July, at 10 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to—
GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo of through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APCAR LINE.
Proposed sailings from Hongkong.

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
KUMSANG	19th May	A Natal Line Steamer	Beginning of June.

For Freight and further particulars apply to—
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

S.S. MIDDLEHAM CASTLE	about end of May.
S.S. SAINT RONALD	about early in July.

For Freight & further particulars, apply to—
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore
Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan ... 9th June.
S.S. BANBI MARU	For Moji, Kobe & Yokohama ... 15th June.
S.S. RIJUN MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan ... 2nd July.

For Freight or Passage apply to—
DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH-POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. PERSIA	Sailing TUESDAY, 18th May, Noon.
S.S. KOREA	" WEDNESDAY, 26th May, 1 p.m.
S.S. SIBERIA	" TUESDAY, 1st June, 1 p.m.
S.S. CHINA	" TUESDAY, 16th June, Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. ... Large staterooms, equipped with electric fans, and hot and cold water. Berths equipped with electric reading lamps. Numerous amusements, water swimming tank, billiard tables, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage is our first consideration.

For further information, rates, literature, schedules, etc., apply to—
R. C. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 141.

For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement Tons & Speed. Leave Hongkong.

CHIYO MARU	22,000-21 knots	Tues., 8th June at Noon.
TENYO MARU	22,000-21 knots	Tues., 29th June at Noon.
NIIPPON MARU	11,000-18 knots	Tues., 13th July at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Tues., 27th July at Noon.

* Via MANILA, Omitting Shanghai.

First Class to London	£71-10.	Return (6 months) £120.
" " New York	£50.	" " £96-10.
" " San Francisco	£45.	" " £88.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz,
Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Displacement Tons & Speed. Sailing.

For full particulars as to Passage and Freight apply to—
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blake Pier), Telephone 291.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATE.

MARSEILLES & LONDON	KITANO MARU, Capt. F. E. Cope, Tons 19,000	THURSDAY, 20th May at Noon.
VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	FUSHIMI MARU, Capt. Iizawa, Tons 25,000	THURSDAY, 3rd June, at Noon.
VICTORIA, B.C. & SEATON	SHIZUOKA MARU, Capt. Tomura, Tons 12,500	THURSDAY, 27th May at Noon.
VIA KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA & TOKYO	AKI MARU, Capt. ... Tons 12,500	TUESDAY, 15th June at Noon.
SYDNEY AND MELBOURNE	TANGO MARU, Capt. K. Soyeda, Tons 13,500	TUESDAY, 15th June at 4 p.m.
VIA MANILA, HONOLULU, HAWAIIAN ISLANDS, TOWNSVILLE AND BRISBANE	KANAGAWA MARU, Capt. Higo, Tons 12,500	TUESDAY, 22nd May.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	KAWACHI MARU, Capt. Kurosumi, Tons 12,500	SATURDAY, 29th May.
CALCUTTA via SINGAPORE, MALACCA AND COLOMBO	NIKKO MARU, Capt. Takeda, Tons 9,600	MONDAY, 14th June.
NAGASAKI, KOBÉ & YOKOHAMA	KIRIN MARU, Capt. Sasaki, Tons 8,000	MONDAY, 24th May.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamer.	Displacement.	Leave Hongkong.
KITANO MARU	19,000 tons	Thursday, 20th May.
FUSHIMI MARU	25,000 tons	Thursday, 3rd June.
HIRANO MARU	16,000 tons	Thursday, 17th June.
KATORI MARU	20,000 tons	Thursday, 1st July.
KAMO MARU	18,000 tons	Thursday, 15th July.

FOR AMERICA.

SHIZUOKA MARU	12,500 tons	Thursday, 27th May.
AKI MARU	12,500 tons	Tuesday, 15th June.
TAMBA MARU	12,500 tons	Tuesday, 29th June.

KUSUMOTO, Manager.

Telephone No. 292.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

WEIHAIWEI, CHEFOO & TIENTSIN	KUICHOW	May 19, at 4 p.m.
SHANGHAI	YINCHOW	May 20, at 4 p.m.
SHANGHAI	CHENAN	May 23, Daylight.
MANILA, CEBU & ILOILO	TAIPEI	May 25, at 4 p.m.
MANILA, CEBU & ILOILO	CHINESE	June 1, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tean' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chusan' and the s.s. 'Kanchow', 'Liangchow', 'Linchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL

SANDAKAN	HINSANG	WEDNESDAY, May 19, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, May 19, at 3 p.m.
KOBÉ & MOJI	KUTSANG	THURSDAY, May 20, at Noon.
SHANGHAI	HANGSANG	FRIDAY, May 21, Daylight.
MANILA	LOOKSANG	SATURDAY, May 22, at 3 p.m.
TIENTSIN via WEIHAIWEI	CHIPSANG	SUNDAY, May 23, Daylight.
SHANGHAI	LOKSANG	TUESDAY, May 25, Daylight.
HONKOW & HAIPHONG	YUENSANG	WEDNESDAY, May 26, Daylight.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	SATURDAY, June 5, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamer Kumsang, Namsang & Yookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yookang, Kumsang and Namsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuda, Lahad Batu, Simporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON	'MONMOUTHSHIRE'	19th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN 6,013 tons, Capt. O. P. Seddon, will be despatched for SHANGHAI, KOBÉ & MOJI on 26th May.

WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

SHIPPING



STEAM FOR

STRAITS, GUYTON, AUSTRALIA,
COLOMBO, SOYIT, MEDITER,
RANEAU PORTS, PLYMOUTH,
AND LONDON.

Through Bills of Lading issued for BATA,
VIA, PERSIAN GULF, CONTIN.
ENTAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship NUBIA, Captain G. F. LYNNON, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Mooloon from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. Arabia due in London on 2nd July, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, May 7, 1915.

AMERICAN AND ORIENTAL LINE.

For BOSTON & NEW YORK via SUEZ.

THE Steamship

'TUSCAN PRINCE,'

6,275 tons, will be despatched as above on THURSDAY, 10th June.

For Freight etc., apply to—
THE BANK LINE, LIMITED,
General Agents.

Hongkong, May 13, 1915.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, KATORI MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 24th May, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, May 17, 1915.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER PURELY NATIVE DIRECTION.

THE CHINESE MAIL

華字日報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN.

\$8.50 per Annum delivered in Hongkong \$12.50 to all Coast Ports

5, WILLINGTON STREET, HONGKONG.

THE CHINA MAIL

Typhoon Guide

PRICE 1/6 20 cents

and Mrs. A. B. Mr. E. James
 A. Duriech Mr. G. Reeco
 A. W. Gibbs Mr. C. W. Reynolds
 Mr. S. H. Wright

TYPHOON SIGNALS.

STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and hoisted on the Matheron Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-cho and F. O. Quarters, Lyseum.

A CONE indicates a Typhoon to the North of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

A CONE indicates a Typhoon to the South-East of the Colony.

A CONE indicates a Typhoon to the South of the Colony.

A CONE indicates a Typhoon to the South-West of the Colony.

A CONE indicates a Typhoon to the West of the Colony.

A CONE indicates a Typhoon to the North-West of the Colony.

A CONE indicates a Typhoon to the North-East of the Colony.

A CONE indicates a Typhoon to the East of the Colony.

HONGKONG & WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A. 1, A. B. C. Fifth Edition, Engineering First and Second Editions, Western Union, and Waki's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH	BREADTH	DEPTH	HEIGHT	WATER	WIND	WIND	WIND
KOWLOON	100	100	100	100	100	100	100	100
No. 1 Dock Kowloon	100	100	100	100	100	100	100	100
No. 2 Dock Kowloon	100	100	100	100	100	100	100	100
No. 3 Dock Kowloon	100	100	100	100	100	100	100	100
No. 4 Dock Kowloon	100	100	100	100	100	100	100	100
No. 5 Dock Kowloon	100	100	100	100	100	100	100	100
No. 6 Dock Kowloon	100	100	100	100	100	100	100	100
No. 7 Dock Kowloon	100	100	100	100	100	100	100	100
No. 8 Dock Kowloon	100	100	100	100	100	100	100	100
No. 9 Dock Kowloon	100	100	100	100	100	100	100	100
No. 10 Dock Kowloon	100	100	100	100	100	100	100	100
No. 11 Dock Kowloon	100	100	100	100	100	100	100	100
No. 12 Dock Kowloon	100	100	100	100	100	100	100	100
No. 13 Dock Kowloon	100	100	100	100	100	100	100	100
No. 14 Dock Kowloon	100	100	100	100	100	100	100	100
No. 15 Dock Kowloon	100	100	100	100	100	100	100	100
No. 16 Dock Kowloon	100	100	100	100	100	100	100	100
No. 17 Dock Kowloon	100	100	100	100	100	100	100	100
No. 18 Dock Kowloon	100	100	100	100	100	100	100	100
No. 19 Dock Kowloon	100	100	100	100	100	100	100	100
No. 20 Dock Kowloon	100	100	100	100	100	100	100	100
No. 21 Dock Kowloon	100	100	100	100	100	100	100	100
No. 22 Dock Kowloon	100	100	100	100	100	100	100	100
No. 23 Dock Kowloon	100	100	100	100	100	100	100	100
No. 24 Dock Kowloon	100	100	100	100	100	100	100	100
No. 25 Dock Kowloon	100	100	100	100	100	100	100	100
No. 26 Dock Kowloon	100	100	100	100	100	100	100	100
No. 27 Dock Kowloon	100	100	100	100	100	100	100	100
No. 28 Dock Kowloon	100	100	100	100	100	100	100	100
No. 29 Dock Kowloon	100	100	100	100	100	100	100	100
No. 30 Dock Kowloon	100	100	100	100	100	100	100	100
No. 31 Dock Kowloon	100	100	100	100	100	100	100	100
No. 32 Dock Kowloon	100	100	100	100	100	100	100	100
No. 33 Dock Kowloon	100	100	100	100	100	100	100	100
No. 34 Dock Kowloon	100	100	100	100	100	100	100	100
No. 35 Dock Kowloon	100	100	100	100	100	100	100	100
No. 36 Dock Kowloon	100	100	100	100	100	100	100	100
No. 37 Dock Kowloon	100	100	100	100	100	100	100	100
No. 38 Dock Kowloon	100	100	100	100	100	100	100	100
No. 39 Dock Kowloon	100	100	100	100	100	100	100	100
No. 40 Dock Kowloon	100	100	100	100	100	100	100	100
No. 41 Dock Kowloon	100	100	100	100	100	100	100	100
No. 42 Dock Kowloon	100	100	100	100	100	100	100	100
No. 43 Dock Kowloon	100	100	100	100	100	100	100	100
No. 44 Dock Kowloon	100	100	100	100	100	100	100	100
No. 45 Dock Kowloon	100	100	100	100	100	100	100	100
No. 46 Dock Kowloon	100	100	100	100	100	100	100	100
No. 47 Dock Kowloon	100	100	100	100	100	100	100	100
No. 48 Dock Kowloon	100	100	100	100	100	100	100	100
No. 49 Dock Kowloon	100	100	100	100	100	100	100	100
No. 50 Dock Kowloon	100	100	100	100	100	100	100	100
No. 51 Dock Kowloon	100	100	100	100	100	100	100	100
No. 52 Dock Kowloon	100	100	100	100	100	100	100	100
No. 53 Dock Kowloon	100	100	100	100	100	100	100	100
No. 54 Dock Kowloon	100	100	100	100	100	100	100	100
No. 55 Dock Kowloon	100	100	100	100	100	100	100	100
No. 56 Dock Kowloon	100	100	100	100	100	100	100	100
No. 57 Dock Kowloon	100	100	100	100	100	100	100	100
No. 58 Dock Kowloon	100	100	100	100	100	100	100	100
No. 59 Dock Kowloon	100	100	100	100	100	100	100	100
No. 60 Dock Kowloon	100	100	100	100	100	100	100	100
No. 61 Dock Kowloon	100	100	100	100	100	100	100	100
No. 62 Dock Kowloon	100	100	100	100	100	100	100	100
No. 63 Dock Kowloon	100	100	100	100	100	100	100	100
No. 64 Dock Kowloon	100	100	100	100	100	100	100	100
No. 65 Dock Kowloon	100	100	100	100	100	100	100	100
No. 66 Dock Kowloon	100	100	100	100	100	100	100	100
No. 67 Dock Kowloon	100	100	100	100	100	100	100	100
No. 68 Dock Kowloon	100	100	100	100	100	100	100	100
No. 69 Dock Kowloon	100	100	100	100	100	100	100	100
No. 70 Dock Kowloon	100	100	100	100	100	100	100	100
No. 71 Dock Kowloon	100	100	100	100	100	100	100	100
No. 72 Dock Kowloon	100	100	100	100	100	100	100	100
No. 73 Dock Kowloon	100	100	100	100	100	100	100	100
No. 74 Dock Kowloon	100	100	100	100	100	100	100	100
No. 75 Dock Kowloon	100	100	100	100	100	100	100	100
No. 76 Dock Kowloon	100	100	100	100	100	100	100	100
No. 77 Dock Kowloon	100	100	100	100	100	100	100	100
No. 78 Dock Kowloon	100	100	100	100	100	100	100	100
No. 79 Dock Kowloon	100	100	100	100	100	100	100	100
No. 80 Dock Kowloon	100	100	100	100	100	100	100	100
No. 81 Dock Kowloon	100	100	100	100	100	100	100	100
No. 82 Dock Kowloon	100	100	100	100	100	100	100	100
No. 83 Dock Kowloon	100	100	100	100	100	100	100	100
No. 84 Dock Kowloon	100	100	100	100	100	100	100	100
No. 85 Dock Kowloon	100	100	100	100	100	100	100	100
No. 86 Dock Kowloon	100	100	100	100	100	100	100	100
No. 87 Dock Kowloon	100	100	100	100	100	100	100	100
No. 88 Dock Kowloon	100	100	100	100	100	100	100	100
No. 89 Dock Kowloon	100	100	100	100	100	100	100	100
No. 90 Dock Kowloon	100	100	100	100	100	100	100	100
No. 91 Dock Kowloon	100	100	100	100	100	100	100	100
No. 92 Dock Kowloon	100	100	100	100	100	100	100	100
No. 93 Dock Kowloon	100	100	100	100	100	100	100	100
No. 94 Dock Kowloon	100	100	100	100	100	100	100	100
No. 95 Dock Kowloon	100	100	100	100	100	100	100	100
No. 96 Dock Kowloon	100	100	100	100	100	100	100	100
No. 97 Dock Kowloon	100	100	100	100	100	100	100	100
No. 98 Dock Kowloon	100	100	100	100	100	100	100	100
No. 99 Dock Kowloon	100	100	100	100	100	100	100	100
No. 100 Dock Kowloon	100	100	100	100	100	100	100	100

Please Address Enquiries to the Chief Manager.

1407

R. M. DYER, B.Sc. M.I.N.E., Kowloon Dock, Hongkong.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s s.s. *Oriental* left Singapore for this port on the 15th May, at noon, with the outward passage, and is due here on the 19th May, at about noon.

The P. & O. S. N. Co.'s s.s. *Siberia* sailed from Yokohama on Wednesday, May 12th for Hongkong, via Manila. She is carrying the mails and is scheduled to arrive at Hongkong on the 24th May.

The C. P. R. Co.'s s.s. *Montevideo* left Yokohama on Tuesday, the 11th May, p.m., due to arrive at Vancouver on Tuesday, the 25th May, p.m.

Other vessels.